

The China Mail.

Established February, 1845.

Vol. XL. No. 6561.

五十年八月四日英

HONGKONG, WEDNESDAY, AUGUST 27, 1884.

日七月初七申中

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALZARI, 11 & 12, Clement's Lane, Lombard Street, E. C. GIBSON, STREET & CO., 30, Cornhill, GIBSON, GOTON, Ladbroke Circus, E. C. BATES, HOBSON, CO., 31, Pall Mall, E. C. SINGER, DEACON & CO., 150 & 154, Leadenhall Street.

PARIS.—GALLIEN, & PARIS, 30, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Goton, Melbourne and Sydney.

SAN FRANCISCO.—And American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINRICH & CO., Manila.

CHINA.—Mackay, MINTON A. A. DE MELLO & CO., Scotland. QUEEN & CO., Amoy. WILSON, NICHOLSON & CO., Foochow. HEDGE & CO., Shanghai. LANE, CRAWFORD & CO., and KELLY & WALKER, TAKAO, TING, LANE, CRAWFORD & CO.

Prospectus.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated under the Companies Acts 1862 to 1883, whereby the Liability of the Shareholders is limited to the amount of their Shares.)

CAPITAL £2,000,000.

FIRST ISSUE OF 100,000 SHARES OF £100 EACH, of which 50,000 are Reserved for issue in India, China, Japan and the Colonies.

PAYABLE £1 on Application, and £1 on Allotment, and the Balance of £8 at such times and in such sums not exceeding £2, as the Directors may determine, and at intervals not less than one month.

(Interest at Five per cent per annum will be allowed upon all payments made up to date of Calls.)

Directors:

CHRISTIAN ALLHUSEN, Esq., D. L. W. P. Director of the International Bank of London, Limited.

LIONEL R. C. BOYLE, Esq., Of Messrs. Boyle, Campbell, Buxton & Co., 50, Lombard Street, E. C.

W. W. ARGYLL, Esq., Founder of the China Bank Corporation.

E. F. HARRISON, Esq., C. S. L. Formerly President of the Bank of Bengal.

A. J. MACDONALD, Esq., Late of Sir Charles Forbes & Co., and formerly President of the Bank of Bombay.

Sir BENJAMIN C. G. PINE, K.C.M.G., Oriental Club, Hanover Square, late Governor of Loochang Islands.

GRANT HEATH TOD-HEATH, Esq., 13, Carlton House Terrace, London, S. W.

Bankers:

THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND, (Edinburgh and London and Branches).

Brokers:

Messrs. STEER, LAWFORD & CURETON, 3, Drapers' Gardens, E.C.

Solicitors:

Messrs. HOLLANDS, SON & COWARD, Mining Law, London.

THE SECRETARY,

R. T. ROHDE, Esq., TEMPORARY OFFICE, 40, Threadneedle Street, E.C.

Forms of Application for SHARES may be obtained from the OFFICES of the ORIENTAL BANK CORPORATION, Hongkong.

All Payments on Application for SHARES are to be made to the HONGKONG & SHANGHAI BANKING CORPORATION, who will grant receipt for the same.

Applications for SHARES will be received until the 15th September.

13th August, 1884. 1367

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, August 25, 1884. 1423

NOTICE.

RULES OF THE HONGKONG & SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$200 at one time will not be received. No depositor may deposit more than \$1,000 in any one year.

4.—Deposits may be on behalf of relations, of trusts, &c., in addition to the depositor's own account.

5.—Depositors of savings sums less than a dollar may do so by affixing clean ten-cent stamps, or a form to be obtained at the Bank, or at the Post Office. When the form is presented with ten clean stamps the depositor will be credited one dollar.

6.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent per annum interest.

7.—Deposits may be forwarded from the Post by means of clean Hongkong Postage Stamps of any value.

8.—Interest at the rate of 3% per cent per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Orders containing Pass-Books, or other Remittances, and generally, correspondence as to the business of the Bank, will, if marked *On Hongkong Savings' Bank Business*, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

For the

HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, April 25, 1884. 118

With Reference to the above, HUNDREDS will be Commenced on the

1st MAY, 1884.

For the

HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, April 26, 1884. 716

Applications for SHARES will be received until the 30th September, 1884.

For the

HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,

Chief Manager.

Hongkong, April 26, 1884. 716

For Sale.

HIGH CLASS FURNITURE

FROM THE FURNITURE EXHIBITION, LONDON, 1884.

SELECTED BY THE SPECIAL AGENT OF
THE HALL & HOLTZ CO-OPERATIVE
COMPANY.

Specimens of the Latest Styles in
ARTISTIC FURNITURE;

SUBSTANTIAL, ELEGANT, AND
MODERATE IN PRICE.

SUITABLE FOR:

HALL, LIBRARY, DINING ROOM,

DRAWING ROOM, BOUDOIR, OR BEDROOM.

REAL INDIAN, PERSIAN, SYMEYA AND OTHER EASTERN RUGS.

FURNITURE, COVERINGS of every description.

The above GOODS will be on view, on TUESDAY NEXT, and

following days at

MESSRS. LANE, CRAWFORD & CO'S

The Representatives of the H. J. & H. Co. Co.

who are at present in Hongkong will be happy to give

estimates and designs for Furnishing throughout

information desired.

Hongkong, August 27, 1884. 1425

For Sale.

NOTICE.

THE CHINA MAIL

No. 668.—AUGUST 27, 1884.

For Sale.

MacEWEN, FRICKEL & Co.
No. 63, Queen's Road East,
(OPPOSITE THE COMMISSIONERS),
ARE NOW
LANDING FROM AMERICA.

TOPCAN BUTTER.
Eastern and California CHEESE.
CODEISH, Bouillon.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lbs.
Beau Ideal SALMON in 5 lbs.
Cutting's Dessert FRUITS in 24 lbs.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Stuffed PEPPERS.
Assorted SNAPS.

Richardson & Robins Celebrated Potted
MEATS.

Lamb's TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUCCHETTAS.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb.
900 lb.
1,200 lb.

K A I S A R - T H I N D
CIGARETTES
in crystallized Boxes of 100 at 8d. 5d.
per mill.

SPORTING AND RIFLE GUNPOWDER
in 1-lb. Tins.

AGATE IRON WARE.
INSERTION RUBBER.
TUCK'S PATENT PACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.
LAWN BOWLS.

PAINTS and OILS.
TALLOW and TAR.
PITCH and ROSIN.

Ex-late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S.
including:

ALMONDS AND RAISINS.
FRENCH PLUMS.
TESSONNAIE'S DESSERT FRUITS.
JORDAN ALMONDS.

FINE YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digly CHICKS.
Yarmouth BLOATERS.
Kippered HERRINGS.
Herrings & HUSKARDINES.

IRISH BACON in tins.
COCOTINA.
VAN HOUTEN'S COCOA.
EPT'S COCOA.

SPARTAN

COOKING STOVES.

CLARETS.

CHATEAU-MARGAUX.
CHATEAU LA TOUR, pints & quarts.
1863 GRAVES.
BREAKFAST CLARET.

SHERRIES & PORT.

SACOME'S MANZANILLA & AMON-

TELLADO.

SACOME'S OLD INVALID PORT

(1849).

HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.

1 and 3-star HENNESSY'S BRANDY.

COUVOISIER'S BRANDY.

FINST. OLD BOURBON WHISKY.

KINAHAN'S LI'L WHISKY.

ROYAL GLENDEE WHISKY.

BOURD'S OLD PORT.

E. & J. T. BROWN'S RISSE WHISKY.

ROB'S LITTLE JUICE CORDIAL.

WILLY P. & CO.'S VERMOUTH.

JACKSON'S WHISKY.

MARSALA.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BOKAR, and ORANGE

BITTERS.

&c., &c., &c.

SPECIALLY SELECTED

C I G A R S.

Fine New Season's CUMSHAW TEA, in

5-cent Boxes.

BREAKFAST GONGOU @ 25 cents p. lb.

Hongkong, August 15, 1884.

Notices to Consignees.

STEAMSHIP ANADYL.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamships

Cordeliers and *Thane*, from Antwerp and London, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Tren-

sure and Valuables—are being landed and stored at their risk at the Company's Goo-

downs, whence delivery may be obtained

immediately after landing.

Optional Cargo, will be forwarded on, unless intimation is received from the Con-

signee, before 2 p.m., **To Day** (Friday),

requesting it to be landed here.

Bill of Lading will be countersigned by

the Undersigned.

Goods remaining unclaimed after Fri-

day—the 28th instant, at noon, will be

subject to rent and landing charges at 1

cent per package per diem.

All Claims must be sent in to me before

the 30th inst., or they will not be recognized.

No Fire Insurance has been effected.

I. MARTIN,

Acting Agent.

Hongkong, August 22, 1884.

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Time report that a French steamer had attacked some forts at the entrance to the Min and had withdrawn after some firing appears to be correct. It is said they are four forts at the place, and that they make the position a strong one. There are rumours that several of the French vessels have left Foochow for Woosung.

The Band of the Blues will play at the Botanical Gardens (weather permitting) on Friday evening next, 29th inst., commencing at 9 p.m.

March. "Serenade."...Port
Quadrille. "Pirates of Penzance." D'Albert
Overture. "Schubert."...Supper
Selection. "Die Berliner Student."...Millock
Valeo. "My Queen."...Cooke
Cavatina. "Fausts."...Donizetti
Galop. "Always Joyful."...Hecker
GOD SAVE THE QUEEN.

W. Quinn, Bandmaster.

The "Song" at the Pagoda Anchorage on Saturday afternoon and evening must have been a most impressive one. It is said the alphabetical gunboats—or, one of whom—presented a remarkable appearance when sailing. She was on fire as she floated down the river, and she sank by the stern, her big gun being gradually elevated until it became almost vertical, and in this position the vessel disappeared.

The exertions of the British Admiral, and those under his command, for the protection of the neutral vessels, are spoken of in high terms of praise by the Captain and officers of the Woosung. Apart from the efforts made to keep the merchantmen clear of the burning vessels, it is said that midshipmen were placed on board all the merchant vessels, and that these young fellows remained on duty from an early hour in the morning on Saturday until mid-night.

ACCORDING to the Shanghai papers the French flag was hauled down at Peking at 3 p.m. on Thursday, the 21st August. The Shanghai Mercury of Friday, the 22nd, says:—"The French Chargé d'Affaires, M. Le Vicomte Sémal, hauled down his flag and left Peking at 3 p.m. yesterday (Thursday). A telegram was received to-day stating he had arrived safely at Tung-chow. Yet somebody in this Colony—we could not trace the receiver—professed to have received a telegram on Thursday morning hours before the flag was struck—stating that it had been hauled down. On Thursday evening we published the following telegram from Shanghai:

SHANGHAI, Thursday 25 p.m.

News expected hourly that the French flag has been hauled down at Peking.

The Tung-Yamen has informed the foreign Ministers that the Chinese Government must resort to force.

The chances of peace are considered to be small.

In an "extra" issued on the following morning (Friday) we published another telegram stating that the flag had been hauled down on the preceding day. We draw attention to this matter, because a gentleman was kind enough to inform us that our cablegram was "behind" time, whereas, as a matter of fact, it was as prompt a despatch of news as could be obtained, consistent with reliability. The report of the striking of the flag on Thursday morning could only have been based on a rumour that it would be hauled down, and if the Chinese Government had given way at the last moment the probability is that the colour would be still flying at Peking.

The following is the table of contents for the Overland China Mail, to be published at 11 a.m. to-morrow:

BIRTH AND DEATHS.....187
QUOTATIONS, EXCHANGE, &c.....187
SUMMARY OF NEWS.....187
SWATOW.....187
AMOY.....187
FOOCHOW.....187 & Supplement
FORMOSA.....187
JAPAN.....187
HAIKUHON.....187
HONGKONG.....187, 188 & Supplement
EDITORIAL ARTICLES.....
French and Chinese.....188
The Sale of the China Merchants' Fleet.....188
Tramways in Hongkong.....188
Possible Results of a Blockade of Hongkong.....189
Correspondence.....189 & Supplement
WAR ALARMS.....189
EXTREME COURT.....189
POLICE INTELLIGENCE.....141
On the Shanghai China.....141
The Defence of Canton.....142
The Chinese Reservoir.....143
The Howitzer at Foo Chow.....143
France and China.....143
GENERAL MILLION'S VICTORY ON THE LANSONG AWAY.....143
The STRANDING of the S. S. MADRAS.....143
The WRECK of the S. S. RAJAH.....143
The DEEDS.....143
TELEGRAM.....143
SHIP LIST.....144
COMMERCIAL SUMMARY, 144 & Supplement
THE STRANGING of the TANNAH.....143
THE MIXED COURT RIVER BRIEF.....
SIR EDMUND HORNEY'S GHOST STORY.....
MYSTERIOUS DEATH of a LIEUTENANT at SINGAPORE.....
SIR WALTER WATSON.....
NOTES on CHINA AND THE CHINESE.....
THE WHITE MAN.....
SOME INCIDENTS DURING THE EXPLOSION of a JUNK IN BENGHAZI.....
ADMIRAL SIR JAMES of a JUNK IN BENGHAZI.....
The FOURTH MANUSCRIPT.....
MARCH COAST.....
MISFORTUNES.....
HONGKONG AND WHAMPAO DOCK COMPANY, LIMITED.....
SHARERSHOLDERS of HONGKONG and SHANGHAI BANK.....
TYPHOOT REPORTS.....
THE CHINA MERCHANTS' COMPANY.....
ATMOSPHERICAL NOTES.....
MISCELLANEOUS.....
SHIPPING INTELLIGENCE.....

Urge official notification of war between China and France is received here, we presume the Government of this Colony will not consider it necessary to enforce the laws of neutral Powers relating to belligerents. One of these regulations is, we believe, that hostile vessels are not allowed to leave the harbour within twenty-four hours of each other. Before undertaking to control the movements of belligerents, however, there should be a better show of British naval force in the harbour than there is at present. We understand that the ironclad *Audacious* is expected here, probably to act as a moral support to the Government in enforcing the duties of a neutral Power.

A CHINESE police was bitten by a mad dog this morning, (Aug. 14th) and taken to a doctor, who ordered his removal to the hospital, as the case was one of a serious character.

A most remarkable account is given of the encounter of a young German with a mad dog. The gentleman in question, who is an employee in a well-known firm here, going home three nights ago, found a large European dog keeping watch at the door. On seeing him, the animal rushed at the young German, who luckily had a big stick with him, with which he beat off the dog. The animal, which was frithing at the mouth, made several attempts to bite the entrant, but he wielded his stick to stin the creature. He then found that the dog had literally bitten to pieces a piece of the leather which he had on the dog's step. There is no doubt, but that the gentleman in question would have been severely bitten by the animal if he had not been able to use his stick with good effect. *Straits Times*.

A BRITISH naval officer, who is now in New York, writes as follows concerning the new American dynamite gun:—"I went on the 23rd of June to see some experiments with the much-talked-of dynamite gun at Port Hamilton, on the Long Island side of the Narrows. The gun, which rests upon a light tripod that raises it some two feet from the ground, is made of brass, and has a length of 40 ft. and a bore 4 in. in diameter. At the breech there is an apparatus by means of which air under pressure is admitted to the gun. This will propel the shot at a distance of 1000 ft. to 1200 ft. The gun is made of a hollow brass percussion shell, containing 15 lb. of dynamite. In the rest there is a felt wad to stop windage. They seemed to make tolerably good practice with the weapon, which was discharged by only three men; and after each discharge we saw a great puff of smoke and a splendid shower of rocks and shrapnel when the shell burst. But the gun is very cumbersome, and would afford a capital target for an enemy to aim at. It may do for harbour defence, but it must be considerably modified before it can fulfil the prophecies of its inventors and revolutionise the art of war."

There are very different estimates as to the number of men who took part in the extension of Franchise demonstration. Our representative, who gives an account of his view of the procession, says it numbered less than thirty thousand. The *Times* tells us that two observers counted the procession by file as it passed, and both arrived at a total of about twenty-six thousand; and a very similar estimate has been made in several other quarters.

On the other hand, a correspondent of the *Standard* says that he counted the demons- trators as they went by to be sixty-six thousand. Another correspondent, who states that he watched the progress of the procession through Pail-mai on Monday from beginning to end, thinks it his duty to point out that some apprehension appeared to prevail at the Reform Club with regard to the cheering which took place at this point. From the upper windows of the club several hats (among them a rather venerable white one) were persistently waved. The owners of the hats, especially of the white one, seemed to consider that the cheers of the mob marching below were given in response to their greeting. This, however, was entirely a mistake. The platters were intended for the maid-servants of an adjacent club who continuously flourished their aprons and dusters from the roof of the building, with the view, no doubt, of expressing their disapproval of the action of the House of Lords in the matter of the Franchise Bill; and whose sympathy with the objects of the demonstration was evidently appreciated warmly by those who took part in it. This, however, did not prevent the *Standard* from reporting on the part of the daughters of tailors, who, he says, "are considered one of the most touching features of the spectacle; and fully deserved the glorious recognition it received."

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JAPAN.....187
HAIKUHON.....187
HONGKONG.....187, 188 & Supplement
EDITORIAL ARTICLES.....
French and Chinese.....188
The Sale of the China Merchants' Fleet.....188
Tramways in Hongkong.....188
Possible Results of a Blockade of Hongkong.....189
Correspondence.....189 & Supplement
WAR ALARMS.....189
EXTREME COURT.....189
POLICE INTELLIGENCE.....141
On the Shanghai China.....141
The Defence of Canton.....142
The Chinese Reservoir.....143
The Howitzer at Foo Chow.....143
France and China.....143
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The STRANDING of the S. S. MADRAS.....143
The WRECK of the S. S. RAJAH.....143
The DEEDS.....143
TELEGRAM.....143
SHIP LIST.....144
COMMERCIAL SUMMARY, 144 & Supplement
THE STRANGING of the TANNAH.....143
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Marine Court of Inquiry.

This morning, a marine court of inquiry was opened at the Harbour Master's Office for the purpose of ascertaining the circumstances attending the loss of the British steamer *Martborough*, wrecked in Hainan Straits on the 12th June last, and reconsidering the decision and sentence then arrived at.

It will be remembered that an inquiry was held on the 16th July, when Captain Max. Kunzath, in command of the steamer at the time of the wreck, was found in fault and his certificate suspended for one year. On that occasion the court was composed as follows:—Captain Thomsen, R.N., Harbour Master (President); Lieut. G. S. Kelgwin, Navigating Lieut. of H.M.S. *Victor Emmanuel*; Capt. T. H. Clegg, mate of British steamer *Amoy*; Captain A. D. Macfarlane, master of British steamer *Arron*; 2nd Lieut. R. S. Basson, master of the British steamer *Zambezi*. The Court of Inquiry was composed as follows:—Captain H. G. Thomsen, R.N., Harbour Master; Lieut. R. T. Wood, R.M.; 2nd Lieut. G. W. E. Enclosed; Captain G. G. Anderson, Marine Surveyor; Captain R. Cass, master of the British steamer *Cariboo*; and Captain E. Crowley, master of the British barque *Lucia*.

Mr. E. Mackean, instructed by Mr. Aricott (from the office of Mr. Ewens) appeared on behalf of Captain Kunzath.

The Governor's warrant authorising the holding of the inquiry having been read by the president of the Court, Captain Kunzath was called, and sworn. His evidence was substantially the same as that given at the former enquiry. He left Hainan on the morning of the 12th, with fine weather, a Chinese pilot on board who possessed very good certificates. On the advice and with the consent of the pilot, he decided not to go through the middle channel, but to take the south channel, as he was afraid of losing sight of the land, and of account of squalls coming over the land.

He had the umbrellas in court, but when suddenly the defendant came up behind and snatched it from him. Complainant called out "thief" and ran after defendant, who was stopped by P.C. 218.

Defendant, who appeared to be under 16 years of age, was sent to goal for three years' hard labour, and was to receive six strokes on the back with a rattan on going to goal and the same before coming out.

LARCENY ON BOARD THE P. & O. STEAMER "CLYDE".

Joseph Francis Lopes, of Goa, a watchman employed on board the P. & O. steamer *Clyde*, was charged with stealing property from the steward of the steamer on the 26th inst.

Annie Hainius, the stewardess of the S. S. *Clyde*, gave evidence to the effect that about four weeks ago she lost a watch from her cabin containing a £5 note and about six dollars in silver, and several curios.

The next morning at 3 a.m. she was aroused by a noise in her cabin and saw the defendant kneeling down, with a black polonaise and some pieces of cloth belonging to "Walter at his feet".

The articles had been put into a box in the cabin and defendant must have taken them out; he had no business in witness cabin.

The steward and his contents, lost before, had never been recovered.

Alfred Milton deposed that he was employed on board the S. S. *Clyde*. On August 1st he was sent to the *Martborough*. It was captured. However, on Capt. Kunzath's behalf that the roof was not accurately marked, and the defendant was not accurately marked; that he applied to the pilot to be taken to the ship, and the Captain at once told the "her" she was generally a bad steamer, and when she did so she suddenly steered to starboard 7 or 8 points. The Captain told the men at the wheel to steady before the ship came round fully to starboard, but even after the helm was steered she came round to port three or four points, and immediately after, the ship went up the shore. The channel was a very narrow one, but Captain Kunzath believed that if the ship had not gone off to port after the helm was steered she would not have gone on shore.

The chart which Captain Kunzath used was the Admiralty Chart of 1882, and it showed the reef on which the *Martborough* was wrecked.

It was contained in the cabin of Capt. Kunzath's desk, and the reef was not accurately marked, and the defendant was not accurately marked; that he applied to the pilot to be taken to the ship, and the Captain at once told the "her" she was generally a bad steamer, and when she did so she suddenly steered to starboard 7 or 8 points. The Captain told the men at the wheel to steady before the ship came round fully to starboard, but even after the helm was steered she came round to port three or four points, and immediately after, the ship went up the shore. The channel was a very narrow one, but Captain Kunzath believed that if the ship had not gone off to port after the helm was steered she would not have gone on shore.

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